

To: Christopher Doherty, FAA

From: Troy Kerby, Private Pilot Certificate # [REDACTED]

Re: Accident 8/11/2011

I planned my flight at 1715z from KHYS to F46, a trip I have made thirteen times prior to this flight. As there was inclement weather in central and southern Oklahoma, I planned to fly VFR and miss the weather, thus I did not file a flight plan that day. I departed at 1755z. My course was SE in order to keep out of Bison MOA and Vance MOA, roughly heading of 135. As I approached I35 near KPNC I changed to more S heading 165. My altitude was variable between 7500 and 9500 and I navigated under and around clouds through Oklahoma.

As I approached F46 I listened to KTKI ASOS and erroneously understood 010 at 9 kts as 110 at 9 kts. The winds were out of the south for the last several months and out of the south upon flight planning earlier that day. I worked the crosswind component of 60 degrees and 10kts to ensure I could successfully make a landing on 17 in Rockwall. I announced my intentions 20 miles out and proceeded with my descent keeping out of KTKI and DFW airspace. I proceeded on course for a straight in landing at Rockwall on runway 17. My descent seemed normal and I was at 900 ft on short final, indicated speed was 80 kts, after which I seemed a little high. I cut power to idle 300 ft from the runway threshold. As I prepared to touchdown I was unable to bring the plane down in my aim point and touched down 300-400 ft down the runway. My plane bounced several times before I could begin applying the brakes. I began to decelerate and felt I would easily be able to stop in the remaining distance and maintained that feeling up to somewhere around 400 ft from the end of the runway. I knew I was cutting it close so I set up to turn onto the west taxiway, but as I was turning I had too much speed and would not make the sharp turn. I was moving about 15kts and continued to apply brakes as I braced for impact, rolled off the end of runway 17 where there has been recent construction and the ground had been dug up to widen the road. The nose dipped down and rolled into the embankment just before the ditch. I believe this impact sheared off my front gear. My momentum carried me into the dug up area and the plane slid forward to the edge of the asphalt where I stopped. I unfastened my seatbelt, turned off the power, opened the exit door and exited the airplane. The airport manager Eddie and his son Allen were quickly on the scene and helped me to secure the plane. I mentioned to Eddie that I just seemed to not be able to slow down and he informed me that I had landed downwind and winds had recently changed to the north with gusts up to 15 – 20.

I had not expected northerly winds and misunderstood the KTKI ASOS, most likely because I was fixated on winds from the south. I honestly thought I was going to be able to stop and had not considered a go around until it was too late. I feel very certain that as I slowed down a wind gust had prevented me from slowing appropriately. There are many lessons to be learned from this accident and I feel very fortunate that no one, including myself, was injured.

# Affidavit of Fact:

I, ALAN WALKOWICZ, am not under arrest, nor am I being detained for any criminal offenses concerning the events I am about to make known to the Rockwall Police Department. Without being accused of or questioned about any criminal offenses regarding the facts I am about to state, I volunteer the following information of my own free will, for whatever purposes it may serve.

My Date of Birth is: [REDACTED]

Home Address: [REDACTED]

Home Phone #: [REDACTED]

Work Phone #: [REDACTED]

Cell Phone #: [REDACTED]

Place of Employment: [REDACTED]

Work Address: [REDACTED]

SS# [REDACTED]

DL# [REDACTED]

I IN A HANGER WHEN I LOOKED UP AND SAW A DEBONAIR  
LANDING ON 17. DIDNT APPER TO BE ABLE TO STOP  
WHEN I SAW HIM MAKE LEFT AND RIGHT TURNS TO  
SLOW THE AIRPLANE DOWN. I HEARD SKIDING OF BRAKES  
AND TRES WHEN THE LEFT MAIN WENT INTO GRASS  
AND THEN PASSED THE END OF THE RUNWAY WHILE TRYING  
TO TURN ONTO TAXI WAY. THEN INTO THE DITCH  
WHERE LOCAL ROAD CREWS HAVE SCREWED UP THE GROUND  
CAUSING IT TO <sup>NOSE</sup> ~~ABSE~~ DIVE INTO THE DIRT. I ARRIVED  
AS THE PILOT WAS EXITING THE PLANE. FUEL AND  
BATTERY WERE TURNED OFF AND DISCONNECTED TO PREVENT  
FURTHER DAMAGE.

I have read each page of this statement consisting of \_\_\_\_\_ page(s), each which bears my signature and corrections, if any bears my initials and I swear that the facts contained herein are true and correct.

Dated: 8-11-11 AUGUST, this 11 day of 7001, 20 11

Witness: \_\_\_\_\_

Case # \_\_\_\_\_

Signature of person giving statement

R. McIntire

Badge No. 939

Rockwall Police Department, am a Texas Peace Officer as defined in Article 2.12, TX. Code of Criminal Procedure, and have administered this oath in performance of my duties as pursuant to Article 602.002 (B) of the Texas Government Code.

Signature

Date

8-11-11

# Affidavit of Fact:

I, EDDIE WALKOWICZ, am not under arrest, nor am I being detained for any criminal offenses concerning the events I am about to make known to the Rockwall Police Department. Without being accused of or questioned about any criminal offenses regarding the facts I am about to state, I volunteer the following information of my own free will, for whatever purposes it may serve.

My Date of Birth is: [REDACTED] Home Address: [REDACTED]  
Home Phone #: [REDACTED] Work Phone #: [REDACTED] Cell Phone #: [REDACTED]  
Place of Employment: [REDACTED] Work Address: [REDACTED]  
SS#: [REDACTED] DL#: [REDACTED]

I WAS COMING OUT OF HANCAI 11 AT THE ROCKWALL AIRPORT AND NOTICED A AIRPLANE LANING AND THOUGHT IT LOOKED LIKE IT LANDED LONG. AS IT WENT PAST MY POSITION IT WAS STILL FASTER THAN NORMAL BUT LOOKED LIKE IT WOULD STOP. AS I WATCHED IT TRIED TO GO LEFT AND THEN TRIED TO MAKE A RIGHT TURN TO A TAXIWAY, BUT HAD A LITTLE TOO MUCH SPEED. AIRCRAFT WENT OFF END OF RUNWAY TO ABOUT 25' PAST END OF RUNWAY INTO A ROAD CONSTRUCTION AREA AND CAME TO A STOP.

I have read each page of this statement consisting of 1 page(s), each which bears my signature and corrections, if any bears my initials and I swear that the facts contained herein are true and correct.

Dated: 8-11-11 THURSDAY, this 11 day of AUGUST, 2011

Witness: \_\_\_\_\_

Case # \_\_\_\_\_

Signature of person giving statement

"I R. McEntire, Badge No. 939  
Rockwall Police Department, am a Texas Peace Officer as defined in Article 2.12, TX. Code of Criminal Procedure, and have administered this oath in performance of my duties as pursuant to Article 602.002 (B) of the Texas Government Code."

Signature

Date

8-11-11